

Measurement Instructions 2002

Your BOW NUMBER will be your master identification throughout the Championship. There is a sign-up sheet for each of the Measurement Stations, and you must put your bow number on the list at each station. If you do not respond when your bow number is hailed, you will have to go to the end of the list.

When you present your boat and equipment for measurement please follow the guidelines below:

Boat measurement

Boat preparation:

The boat must be presented in DRY condition as required for weighing. The mast should be tied lightly to the pulpit and the pushpit, and the rudder should be laid on the trailer until it has been weighed. There should be enough of the crew with the boat to move it through the measurement process on the trailer. The owner/skipper or someone with the authority and understanding of the measurement requirements must be with the boat to discuss any problems that may come up.

The following equipment may be onboard, and **nothing more:**

<i>Boat</i>	<i>Mast, Spars</i>	<i>Running rigging and others</i>
<ul style="list-style-type: none">• Pulpit• pushpit• stanchions• lifelines• hatch board• bow and stern cleats• bow chocks• working navigation lights• outboard motor bracket• jib and genoa tracks• rudder and tiller with fittings	<ul style="list-style-type: none">• Mast with spreaders attached• forestay• two upper shrouds• two lower shrouds• backstay and backstay bridle• boom• spin pole	<ul style="list-style-type: none">• one main halyard• one spinnaker halyard• 1 or 2 headsail halyards• one set of headsail sheets• one mainsheet• one set of spin sheets• mainsail outhaul• boom vang• spin pole topping lift• spin pole downhaul• main traveler control lines• four headsail sheet blocks• cunninghams (main and headsail)
<ul style="list-style-type: none">• mainsheet traveler and bar• backstay adjuster and tackle• bunk boards		
<ul style="list-style-type: none">• other permitted, permanently installed, optional equipment like built in stereo or built in VHF radio or bolted in step box.		

All other gear must be off the boat and **all compartments sponged dry!**

Trailer preparation:

Remove all gear from the trailer including gin poles, spars, spare tires and covers that might impede measurers' access to the keel and rudder and the space in between them. If you have a float-off trailer and the guides can be easily removed, please do so.

Hull preparation:

If you use a product like McLube on your keel, you will have to lightly sand off a small area on the leading and trailing edges so that the keel can be marked for measurement.

Rudder preparation:

Once your rudder has been weighed, attach it to the boat with the hinge pins in place so that it may be measured. When the measurer tells you he is finished with the rudder, present your entire lifting rig to be weighed.

Weighing preparation:

Attach the lifting rig in preparation for weighing the boat as soon as it is practical, and proceed as directed by the measurement staff.

Mast up preparation:

After the boat has passed all of the hull, keel, rudder and mast down measurements, step and rig the mast completely with chocks in place. This should be done in the designated parking lot area. Report your readiness for mast up measurement to the measurement desk. Registration will put you on a list for mast up measurement on a first come, first served basis. Do not hail a measurer to come do this work. They will be working strictly off the list. One crew member should stay with the boat until mast up measurement is complete. Please provide a safe ladder, tied to a stanchion for the measurement team to board your boat.

Sail Measurement

Sail measurement may be done before the boat moves into hull and mast down or while waiting for mast up measurement. Sail measurement should not be done while the boat is going through hull and mast down measurement, because most of the crew will be required to move the boat through the hull measurement process. Two crew members must accompany the sails through measurement to refold or roll them as each is completed. Before you take present your sails to be measured, please check the following:

- Sails must be completely dry
- Verify that your sailmaker has filled out and signed the sailmaker's statement (sample on page four of your measurement forms) and attached one to the head of each sail.
- Verify that there is a royalty tag **sewn on** to each sail near the tack.

If the sailmaker's statement or royalty tag is not correct, find a representative of your sailmaker and have them completed before you present the sails for measurement. These are the most common reasons for rejection of a sail, and could save both you and the measurer's time if you check them in advance.

After all of your measurement forms are complete, return them to registration where International Technical Chairman, John Peck, will review them. If there is any deficiency in your measurement, your bow number will be posted on the Notice Board.

Thank you for your cooperation, and Good luck!
The Measurement Team